



ABILENE

METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2017 — 2020

DRAFT APPROVED BY THE MPO POLICY BOARD: April 19, 2016
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Participating Agencies:

**City of Abilene,
City of Impact,
City of Tye,
CityLink Transit,
Taylor County,
Jones County,
and the Texas Department of Transportation**

In Cooperation With:

**The United States Department of Transportation, The Federal Highway Administration, and
The Federal Transit Administration**

This Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning, Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a multi-year listing of transportation improvements that are planned in the federal fiscal years from October 2017 through September 2020.

Disclaimer

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INTRODUCTION

Federally required long-range transportation planning began with the passage of the Federal Highway Transportation Act of 1962. This act created a continuing, cooperative, and comprehensive (3-C) regional transportation planning process for urban areas. The legislation required urban areas of more than fifty thousand in population to create and implement transportation plans in order to receive federal highway funds. Late in 1964 a study of transportation in the Abilene urban area was begun with respect to existing facilities, existing deficiencies, and future needs. Completion of the initial phase of study covering ten (10) basic study elements resulted in the publication of a two volume report: *Abilene Urban Transportation Plan, Origin-Destination Survey*, Volume 1, 1965 published in 1966; and the *Abilene Urban Transportation Plan: 1965-1985 Transportation Plan*, Volume 2, published in 1968.

To provide for continuity of the comprehensive, cooperative planning process for the purpose of keeping Abilene's transportation plan up to date, an agreement between the City of Abilene and the State of Texas was executed on January 23, 1969. This was superseded on March 30, 1973 by a revised agreement that included Taylor County as a party. This revised agreement provided the guidelines for the organization and functioning of the continuing phase of the Abilene Urban Transportation Study. It also assigned the primary responsibility for each of the basic study elements to the city, state or county.

On July 2, 1974, the Governor of Texas designated the City of Abilene to be the Metropolitan Planning Organization (MPO), which, in cooperation with the State, would have overall transportation planning responsibilities for the urbanized area. The designation was repeatedly renewed until 1988 when the designation became continuous. A series of agreements between the State of Texas and the City of Abilene have assigned individual and joint responsibilities to the State and the City of Abilene in the conduct of transportation planning activities to fulfill the requirements of Federal and State law.

The 1973 agreement established a group structure to provide overall transportation policy guidance for the planning activities. Initially, the group structure contained two committees, a Policy Advisory Committee consisting of area legislators and elected officials of local governments, and a Steering Committee consisting of other elected officials and key transportation planning staff personnel. The group structure evolved in response to changes in legislation and contractual agreements, becoming a single Abilene Urban Transportation Planning Committee with both voting and non-voting members. The group adopted the name Abilene MPO Transportation Policy Board in 1993 and continues to act as the forum for cooperative transportation planning and decision-making and the provider of overall transportation policy guidance to the MPO. In 2010 the MPO underwent a management review and as a result a Technical Advisory Committee (TAC) was established. The TAC provides professional and technical support to the Policy Board.

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of

2012, Part II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012 and reinforces the eight planning factors listed in SAFETEA-LU. MAP-21 is a milestone for the U.S. economy and the surface transportation program through its ability to guide the system's growth and development. MAP-21 creates a streamlined and performance based surface transportation program and builds on many of the highway, transit, bicycle, and pedestrian programs and policies that were established in 1991. It is based on the principles of creating jobs, simplifying programs, supporting safety, promoting innovation, strengthening systems, and establishing a performance based federal program.

MAP-21 took effect on October 1, 2012 and originated a new set of performance measure requirements that will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance based planning and programming. This performance based system will establish national performance goals to achieve the following: 1) Safety—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; 2) Infrastructure condition—to maintain the highway infrastructure asset system in a state of good repair; 3) Congestion reduction—to achieve a significant reduction in congestion on the National Highway System (NHS); 4) System reliability—to improve the efficiency of the surface transportation system; 5) Freight movement and economic vitality—to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development; 6) Environmental sustainability—to enhance the performance of the transportation system while protecting and enhancing the natural environment; 7) Reduced project delivery delays—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

On December 4, 2015, the Fixing America's Surface Transportation Act, or "FAST Act" was signed into law to become the first Federal law in over ten years to provide long-term funding certainty for

surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

PURPOSE OF THE TIP

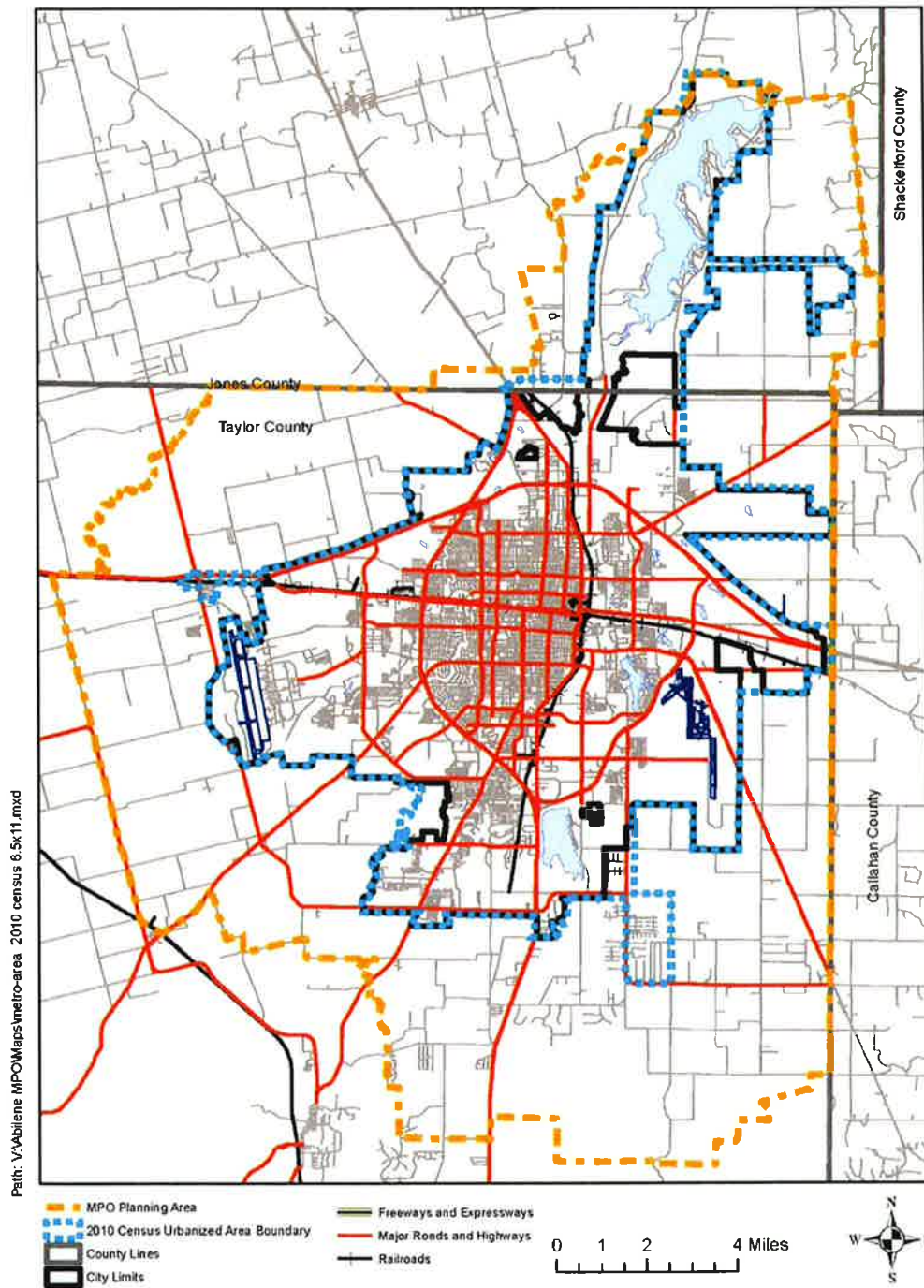
The Transportation Improvement Program (TIP) is the programming document for transportation projects in our area. The TIP identifies those projects from our long-range plan "Metropolitan Transportation Plan" that are being worked on during this time period. The TIP is mandated by the metropolitan planning requirements set forth by Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §324 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA.

The TIP includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the Abilene metropolitan planning area proposed for funding including transportation enhancements, Federal Lands Highway program projects, safety projects included in the State's Strategic Highway Safety Plan, trails projects, pedestrian walkways, and bicycle facilities. It contains a prioritized list of surface transportation improvement projects that are expected to begin in the current Federal Fiscal Year (FFY) plus the next three (3) FFY program years. These projects are planned to develop, improve, and maintain an integrated transportation system for the Abilene Metropolitan Area. The program is intended to efficiently use resources to improve the mobility of people and goods within and through the urbanized area and minimize transportation related fuel consumption and air pollution.

METROPOLITAN PLANNING AREA

The Abilene Metropolitan Planning Area is the area in and around the City of Abilene that is currently considered urbanized or, by Federal definition, the contiguous geographic area likely to become urbanized within a 20-year forecast period. The U.S. Census Bureau shows the Abilene area covers 106.79 square miles. This includes the Cities of Abilene, Impact, and Tye, the communities of Caps, Elmdale, Hamby, and Potosi, some rural area in Taylor County adjacent to the Abilene city limits plus the entire Lake Fort Phantom area in the southeastern corner of Jones County. The 2010 Census reported the population of Abilene was 117,063; the current population of the entire MPO area is approximately 125,000.

Abilene Urbanized Area and Metropolitan Planning Area



**Texas Transportation Commission Approved
(Based on the 2010 Census Data)**

PUBLIC PARTICIPATION PROCESS

The Public Participation Plan (PPP) is guided by federal legislation found in 23 CFR 450, Subpart C, Metropolitan Transportation Planning and Programming, §316, Interested Parties, Participation, and Consultation.

The Abilene MPO has a Public Participation Plan (formerly known as the Public Involvement Policy, or PIP) which was updated on March 18, 2014. This is the MPO's official policy for the provision of meaningful, active public participation and involvement in transportation planning and related activities. The Plan's intent is to provide guidance for a proactive and comprehensive process to reach out to the community and encourage input from citizens, advisory committees, private transportation providers, agencies, and other interested parties. The end result should be a transportation planning effort which includes:

1. The public being fully informed about transportation issues throughout the process;
2. The public having adequate opportunity to express opinions and concerns about transportation issues in an orderly manner, at an appropriate forum, and at key decision points; and
3. The public supporting transportation plans, policies, and decisions.

The public was afforded the opportunity to review and comment on the proposed TIP. A Public Notice was published in the **Saturday, April 9, 2016** *Abilene Reporter-News* announcing that the draft FYs 2017-2020 Transportation Improvement Program (TIP) would be available for the public to review and comment on at the **April 19, 2016 Policy Board meeting**. The notice also stated that signed, written comments would be received **through May 9, 2016 until 5:00 pm**. One public meeting would be held on **April 19, 2016** from 5:00 pm to 6:30 pm at the MPO Offices. In addition, this same information was also posted on the MPO website www.abilenempo.org, providing the public with the opportunity to attend the Policy Board meeting and/or to contact the MPO with any questions, comments, or concerns. No public comments were received.

The MPO supports early and continuous public involvement, open public meetings, open access to the transportation planning and decision-making process, and effective involvement processes that are designed to be responsive to local conditions. Project request forms and planning documents are distributed at meetings and are available at our website. Comments and suggestions on any metropolitan transportation issue are solicited at every meeting providing opportunity for public comments on the Transportation Improvement Program.

Additional information about the MPO's *Transportation Improvement Program* and the *Public Participation Plan* can be found on the MPO website. The site also contains downloadable copies of current plans and programs including the TIP, notices of meeting dates, and MPO contact information. This site is designed to ensure that the public is informed about transportation issues and to allow adequate opportunities to discuss projects. Citizens are encouraged to contact the MPO staff with their questions, comments, and concerns on any metropolitan transportation issue

by mail, e-mail, phone call, visiting our office or contacting staff at any of our meetings, and also to join our mail or e-mail lists for notification about upcoming meetings and events.

FEDERAL TRANSIT ADMINISTRATION (FTA) AND THE TIP

As a Federal Transit Administration Section 5307 recipient, the City of Abilene's transit system must follow a Public Participation Plan (PPP). The FTA allows the City of Abilene to rely on a locally adopted public participation plans for the submittal of their projects in lieu of a separate Program of Projects (POP) if the grantee has coordinated with the MPO and ensured that the public is aware that the MPO's plan is being used to satisfy the POP public participation requirements. To comply with this requirement, it will be specifically stated in the TIP and in legal notices that *"public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements"*.

ADMINISTRATIVE AMENDMENTS TO THE TIP

There may be instances during the scheduled cycle where administrative amendments are required. Not all TIP revisions require a formal amendment process. As a general rule, significant changes to the design concept, cost, scope and schedule of a project listing require a major amendment, whereas minor changes in fund sources, description, lead agency, funding years, etc. may be processed through administrative or minor change amendments. Revisions are submitted quarterly and major amendments must be approved by the Policy Board, the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Administrative amendments are approved thru the Abilene MPO Policy Board.

PROJECT SELECTION PROCESS

Projects are selected for inclusion in the TIP by advancing projects from the Metropolitan Transportation Plan, or MTP. The MTP is the MPO's overall long range plan and is federally required to be updated every five (5) years. Projects are selected in accordance with identified needs and available funding, taking into account the implementation priorities expressed by local public officials and citizens' groups as well as the priorities of the MPO and TxDOT. Projects are emphasized which relieve existing system congestion, provide appropriate access to the transportation system, or ensure continuity of regional and national transportation systems through the metropolitan area.

Candidate projects for rehabilitation, maintenance, and safety projects are selected for inclusion in the TIP by identifying needs. Projects are emphasized that preserve the existing system, improve the safety and operating efficiency of the transportation system, or minimize intermodal conflicts. Projects are listed in the TIP according to priority and funding availability. Those projects with the highest priority are placed in the earliest year in which they may be implemented. Thus, the

projects in the first year are the projects with the highest priority. The TIP is updated at least every two years. Projects are normally advanced according to the original TIP but the TIP may have interim revisions to add new projects that have gained funding, or cleared planning or environmental review obstacles.

AIR QUALITY

The Abilene Metropolitan Area is in attainment with all National Ambient Air Quality Standards in all categories.

AMERICANS WITH DISABILITIES ACT (ADA)

All projects considered for funding, regardless of the source, will take into account provisions for meeting the needs of people with disabilities. The MPO will continue its efforts to identify and aid those with mobility needs.

CITYLINK TRANSIT

Beginning March 1, 2012 First Transit, Inc. assumed complete operations of the CityLink Transit System, replacing McDonald Transit Associates, Inc. who operated the system for more than 20 years. Residents have emphasized the necessity for both the scheduled service and the demand-response service for persons with special needs. Strategies to make the scheduled transit service more accessible to persons with disabilities are considered as situations arise. All vehicles serving scheduled routes are fully ADA accessible.

TOTAL PROJECT COSTS

Unless otherwise specified, costs involving capital facilities such as roadways and transit terminals, and transit maintenance facilities are arrived at using estimated construction cost plus the standard 10% of construction cost for preliminary engineering expenses and 12% of construction cost for right-of-way or other real estate. These estimates are based on averages and actual costs for individual projects may vary significantly.

YEAR OF EXPENDITURE (YOE)

A standard inflation factor of 4% compounded annually (known as Cost Inflation) is used for road projects and transit capital projects beyond the first year. Transit operation expenses by year were developed by the transit operator.

PROGRESS FROM PREVIOUS YEAR

Roadway, transit, bicycle, pedestrian, and other projects annually let to contract can be found on the MPO's website at <http://www.abilenempo.org/documents.html>. This will continue to be updated periodically on the website. To request a copy please contact the MPO staff by telephone at 325-437-9999, by fax at 325-676-6398, by mail or in person at 402 Cypress Street, Suite 519, Abilene, Texas 79601, or by email at abilenempo@abilenetx.com.

GLOSSARY OF TERMS

TXDOT UNIFIED TRANSPORTATION PROGRAM FUNDING CATEGORIES

CATEGORY	DESCRIPTION
1	Preventive Maintenance and Rehabilitation
2	Metro and Urban Area Corridor Projects
3	Non-Traditionally Funded Transportation Projects
4	Statewide Connectivity Corridor Projects
5	Congestion Mitigation and Air Quality Improvement
6	Structures Replacement and Rehabilitation
7	Metropolitan Mobility and Rehabilitation
8	Safety
9	Transportation Enhancements
10	Supplemental Transportation Projects
11	District Discretionary
12	Strategic Priority

FEDERAL TRANSIT ADMINISTRATION FUNDING CATEGORIES

SECTION	DESCRIPTION
5307	Urbanized Area Formula Grant
5309	Capital Investment Grant

PROJECT LISTINGS

	DESCRIPTION
CSJ	Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program (PDP)
PROJ ID	Project Identification - Code assigned by the MPO for local tracking/identification used to relate projects to the Metropolitan Transportation Plan.

PROJECT PHASES

E	PRELIMINARY ENGINEERING
R	RIGHT OF WAY ACQUISITION
C	CONSTRUCTION

FUNDED HIGHWAY PROJECTS

No highway projects currently programmed in this category.

Highway Financial Summary – YOY Costs

ABILENE MPO / ABILENE District											
FY 2017 - 2020 Transportation Improvement Program											
Funding by Category											
Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Participation Source											
Source		FY 2017	FY 2018	FY 2019	FY 2020	Total					
Federal		\$0	\$0	\$0	\$0	\$0					
State		\$0	\$0	\$0	\$0	\$0					
Local Match		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Local Contributions (LC)		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 1		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 7		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 12		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 14 Bonds		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Texas Mobility Fund		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Vehicular Registration Fees - VTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - RTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - SH 121 Toll Revenue		\$0	\$0	\$0	\$0	\$0					
CAT 3 - SH 161 Toll Revenue		\$0	\$0	\$0	\$0	\$0					
CAT 3 - SH 130 Concession Revenue		\$0	\$0	\$0	\$0	\$0					
CAT 3 - PTF		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Unique Federal Program - Tiger II		\$0	\$0	\$0	\$0	\$0					
CAT 3 - TDC		\$0	\$0	\$0	\$0	\$0					
Other - Section 5306		\$0	\$0	\$0	\$0	\$0					
Other - Strategy PE Budget		\$0	\$0	\$0	\$0	\$0					
Other - Strategy 102 Budget		\$0	\$0	\$0	\$0	\$0					
Total		\$0	\$0	\$0	\$0	\$0					

FEDERAL AND STATE FUNDED GROUPED PROJECTS CSJs (HIGHWAY)

All state and federal funds used for roadway purposes in the Abilene Metropolitan Area are in categories of funds that are constrained on a statewide basis. The Abilene MPO adopts the use of statewide groupings of non-capacity projects in the listed categories for all qualifying projects except those that are specifically listed on an individual basis in the document.

Grouped Project CSJs

Revised August 4, 2015

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised August 4, 2015

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

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Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised August 4, 2015

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weight Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

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FEDERAL AND STATE FUNDED TRANSIT PROJECTS

NOTE: On February 29, 2012, TxDOT issued a Memorandum to all MPOs with less than 200,000 population NOT to include any projects in the respective TIPs that contain FTA funding from Section 5310 (Elderly and Individuals with Disabilities), Section 5316 (Jobs Access and Reverse Commute, or JARC), and Section 5317 (New Freedom) grants. TxDOT is the recipient of these funds and will program and administer these funds for projects they will include in their State Transportation Improvement Program (STIP). This allows TxDOT to program the projects on a broader, more regional basis.

FY 2017 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations	Federal (FTA) Funds	\$ 1,248,324.00
		State Funds from TxDOT	\$ 340,000.00
		Other Funds	\$ 911,324.00
Apportionment Year	2017	Fiscal Year Cost	\$ 2,499,648.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,499,648.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Administration	Federal (FTA) Funds	\$ 69,440.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 17,360.00
Apportionment Year	2017	Fiscal Year Cost	\$ 86,800.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 86,800.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 228,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 45,600.00
Apportionment Year	2017	Fiscal Year Cost	\$ 273,600.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 273,600.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 192,165.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 48,042.00
Apportionment Year	2017	Fiscal Year Cost	\$ 240,207.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 240,207.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded	\$ -
		(Date & Amount)	
Amendment Date & Action			

FY 2018 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations	Federal (FTA) Funds	\$ 1,348,190.00
		State Funds from TxDOT	\$ 343,000.00
		Other Funds	\$ 674,095.00
Apportionment Year	2018	Fiscal Year Cost	\$ 2,365,285.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,365,285.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Administration	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2018	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 285,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 57,000.00
Apportionment Year	2018	Fiscal Year Cost	\$ 342,000.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 342,000.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 202,228.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 40,445.00
Apportionment Year	2018	Fiscal Year Cost	\$ 242,673.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 242,673.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

FY 2018 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 368,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 92,000.00
Apportionment Year	2018	Fiscal Year Cost	\$ 460,000.00
Project Phase			
Brief Project Description	Full-size transit bus ADA compliant	Total Project Cost	\$ 460,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

FY 2019 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations	Federal (FTA) Funds	\$ 1,456,045.00
		State Funds from TxDOT	\$ 356,720.00
		Other Funds	\$ 728,022.00
Apportionment Year	2019	Fiscal Year Cost	\$ 2,540,787.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA, Includes wages/fuel, supplies	Total Project Cost	\$ 2,540,787.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Administration	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2019	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 319,200.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 63,840.00
Apportionment Year	2019	Fiscal Year Cost	\$ 383,040.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 383,040.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 218,406.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 43,681.00
Apportionment Year	2019	Fiscal Year Cost	\$ 262,087.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 262,087.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

FY 2019 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 368,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 92,000.00
Apportionment Year	2019	Fiscal Year Cost	\$ 460,000.00
Project Phase			
Brief Project Description	Full-size transit bus ADA compliant	Total Project Cost	\$ 460,000.00
		TDCs Requested	\$ -
Sec 5309 ID Number		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

FY 2020 TRANSIT PROJECT DESCRIPTIONS
ABILENE TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Operations	Federal (FTA) Funds	\$ 1,572,528.00
		State Funds from TxDOT	\$ 370,988.00
		Other Funds	\$ 786,264.00
Apportionment Year	2020	Fiscal Year Cost	\$ 2,729,780.00
Project Phase			
Brief Project Description	Operations-Operating expenses for full transit modes-fixed route/ADA. Includes wages/fuel, supplies	Total Project Cost	\$ 2,729,780.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Planning	Federal (FTA) Funds	\$ 65,000.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 13,000.00
Apportionment Year	2020	Fiscal Year Cost	\$ 78,000.00
Project Phase			
Brief Project Description	Planning-Activities and wages for employees conducting planning.	Total Project Cost	\$ 78,000.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 338,352.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 67,670.00
Apportionment Year	2020	Fiscal Year Cost	\$ 406,022.00
Project Phase			
Brief Project Description	Small capital equipment purchases, shop equipment, maintenance parts, Signs, farebox and fare box supplies	Total Project Cost	\$ 406,022.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	City of Abilene	Federal Funding Category	5307
MPO Project Information (reference number, etc)	Capital	Federal (FTA) Funds	\$ 220,153.00
		State Funds from TxDOT	\$ -
		Other Funds	\$ 44,030.00
Apportionment Year	2020	Fiscal Year Cost	\$ 264,183.00
Project Phase			
Brief Project Description	ADA Paratransit expenses allowable under Capital	Total Project Cost	\$ 264,183.00
Sec 5309 ID Number		TDCs Requested	\$ -
		TDCs Awarded (Date & Amount)	\$ -
Amendment Date & Action			

2017 – 2020 TIP Transit Financial Summary with YOE Matrix

Transit Financial Summary										
Abilene MPO										
FY 2017 - 2020 Transportation Improvement Program										
All Figures in Year of Expenditure (YOE) Dollars										
		2017			2018			2019		
Transit Program		Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
1	Sec. 5307 - Urbanized Formula >200K			0			0			0
2	Sec. 5307 - Urbanized Formula <200K	\$1,737,929	\$1,362,326	\$3,100,255	\$2,268,418	\$1,219,540	\$3,487,958	\$2,426,651	\$1,297,263	\$3,723,914
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities > 200K			\$0			\$0			\$0
6	Sec. 5310 - Seniors & People w/Disabilities >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	(incl FHWA transfers)			\$0			\$0			\$0
Total Funds		\$1,737,929	\$1,362,326	\$3,100,255	\$2,268,418	\$1,219,540	\$3,487,958	\$2,426,651	\$1,297,263	\$3,723,914
Transportation Development Credits										
Requested, not yet awarded*				\$0			\$0			\$0
Awarded				\$0			\$0			\$0
All Figures in Year of Expenditure (YOE) Dollars										
		2020			Total					
Transit Program		Federal	State/Local	Total	Federal	State/Local	Total			
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0			
2	Sec. 5307 - Urbanized Formula <200K	\$2,196,033	\$1,281,952	\$3,477,985	\$8,629,031	\$5,161,081	\$13,790,112			
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0			
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0			
5	Sec. 5339 - Bus & Bus Facilities > 200K			\$0	\$0	\$0	\$0			
6	Sec. 5310 - Seniors&People w/Disabilities >200K			\$0	\$0	\$0	\$0			
7	Sec. 5316 - JARC > 200K			\$0	\$0	\$0	\$0			
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			
9	Other FTA			\$0	\$0	\$0	\$0			
10	(incl FHWA transfers)			\$0	\$0	\$0	\$0			
Total Funds		\$2,196,033	\$1,281,952	\$3,477,985	\$8,629,031	\$5,161,081	\$13,790,112			
Transportation Development Credits										
Requested, not yet awarded*				\$0			\$0			
Awarded				\$0			\$0			
*If requested TDCs are awarded, other state/local funds will be reduced by awarded amount.										

Appendix A: MPO Self-Certification – Attainment Area

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Abilene Metropolitan Planning Organization for the Abilene urbanized area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ABILENE

District
Texas Department of Transportation

Stan Swiatek

District Engineer

June 21, 2016

Date

Norm Archibald

Metropolitan Planning Organization
Policy Board Chairperson

Mayor Norm Archibald

Chairperson

June 21, 2016

Date

Appendix B: History of the TIP and TIP Amendments

The Policy Board approved the Abilene MPO's DRAFT 2017-2020 TIP on April 19, 2016.

The Policy Board approved the Abilene MPO's FINAL 2017-2020 TIP on June 21, 2016.

Appendix C: Acronyms

ACP	Asphalt-Concrete-Pavement
ADA	Americans with Disabilities Act
BU	Business
CAT	Category
CMAQ	Congestion and Mitigation Air Quality
CSJ	Control Section Job Number
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LCL	Local
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PPP	Public Participation Plan
PROJ ID	Project Identification Number
PDP	Project Development Program
PROP 12	Proposition 12 (The first special bond issue for transportation projects)
PROP 14	Proposition 14 (The second special bond issue for transportation projects)
ROW	Right of way
SAFETEA-LU	Safe Accountable, Flexible, Efficient Transportation Act – A Legacy for Users
STP	Surface Transportation Program
TEA-21	Transportation Equity Act for the Twenty-First Century
TDC	Transportation Development Credits
TIP	Transportation Improvement Program
TxDOT	Texas Department of Transportation
UAB	Urban Area Boundary
YOE	Year of Expenditure